

23

REPORT
OF
THE DIRECTORS
OF THE
BOSTON AND MAINE RAILROAD,
TO THE STOCKHOLDERS.

SEPTEMBER 9, 1857.

MR
STRAWBOARDS

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BOSTON:

HENRY, W. DUTTON & SON, PRINTERS,

No. 37, CORNHILL STREET

1857.

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1857.

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BOSTON AND MAINE RAILROAD.

THE Annual Meeting of the Stockholders of the Boston and Maine Railroad will be held at Lawrence, in the City Hall, on WEDNESDAY, the Ninth day of September next, at Ten o'clock, A. M., for the choice of Directors and the transaction of any other business which may be brought before them.

By order of the Directors,

JAMES C. MERRILL, CLERK.

Boston, August 1st, 1857.

GRAVEY
VRAVELL CLERK

REPORT.

To the Stockholders of the Boston and Maine Railroad :

The Directors respectfully submit the following Report. It represents the cost of the Road, its operations for the past year and its present condition. From these data, when compared with the statistics of previous years, the owners of this property can, perhaps, come to some satisfactory conclusion as to its permanent value.

This Road had its origin in the Andover and Wilmington Railroad Corporation, which was chartered March 15, 1833. The extent of the earliest conception was only a branch from the Lowell Railroad in Wilmington to Andover, a distance of less than eight miles. This was opened for travel in August, 1836. It was continued to Bradford in 1837. Afterwards, it was successively opened to Haverhill, Exeter, Dover, South Berwick Junction and Great Falls. The latter place was reached July 24, 1843. In 1845, the connection with the Lowell Road was broken off and our road extended into Boston. The Medford Branch was put into operation in 1847. When Lawrence was first starting into existence a change of location was made for a distance of about $9\frac{1}{4}$ miles. This was done to accommodate that new and flourishing city. The Methuen Branch has since been added. Finally, the Danvers Road, about nine miles in length, was leased for a hundred years. All of which we operate, except the Methuen Branch, which is now run by the Concord, Manchester and Lawrence Railroad.

Thus it will be seen, that the Boston and Maine is a chain of railroads composed of various links. Some of these links had originally distinct and independent charters, and for a time separate organizations, which have finally been merged in one corporation, existing by the concurrent legislation of Massachusetts, New Hampshire and Maine. In consequence of the extension into Boston and the change of location above alluded to, nearly the whole of that portion lying between Wilmington Junction and North Andover, as at first constructed, has been abandoned. This occasioned a loss to the Corporation of not only the road-bed for the distance of about ten miles, but a sacrifice of some thousands of dollars in the depot buildings, machine and repair shops, which had been erected at Andover.

Capital and Cost of the Road.

The number of shares authorized by various acts of legislative bodies, is 45,500.

The number actually sold, and upon which dividends have been declared since January, 1850, is 41,557.

For seven years past no new shares have been disposed of.

| | | | | |
|---|---|---|-------------|----|
| These 41,557 shares were sold for | - | - | \$4,076,974 | 52 |
| Received from loans upon guaranty of the State, | | | | |
| which has usually been treated as capital, | - | | 150,000 | 00 |

| | | | | |
|--|---|--|-------------|----|
| Making the whole amount received for the construction and equipment of the Road, | - | | \$4,226,974 | 52 |
|--|---|--|-------------|----|

| | | | | |
|--|---|---|-------------|-----------|
| By referring to Schedule B, it will appear that the amount laid out in constructing and equipping the Road, is | | | \$4,176,205 | 47 |
| Leaving of unexpended capital, | - | - | - | 50,769 05 |

Since the close of the financial year, however, (May 31, 1857,) the loan of \$100,000 became due and has been paid.

This will diminish the above named capital to \$4,126,974 52

The amount of \$55,000 which has been paid in part, and will be fully paid in October next, in settlement of the "Ha-

zen" claim, will increase the construction account, should it be decided to place it there, to the amount of \$4,231,205 47 which exceeds the capital thus diminished, by 104,230 95

Furthermore, during the last two or three years, a sum of about \$50,000 has been expended in the purchase of land for gravel, &c.; and upon the enlargement of the grounds near the depot in Boston, to the extent of 75,000 square feet, by widening Charles River Bridge. These several items, amounting to more than \$200,000, had they originated at a time when the stock in this Road was at par, would have been paid for by the avails of its shares. Had this been the case, it is evident that the number of shares would have been increased at least two thousand, and that the surface for dividends would have increased to the same extent. But now they are, or will be, paid out of the surplus earnings of the Road. Hereafter a saving of \$5000 in interest, annually, will be made in consequence of the payment of the loan of \$100,000.

Having thus stated the progress of the Road, its cost, and the sources from which were derived the funds used in its construction, we now proceed to the

Operations for the past Year.

| | | | | |
|---|---|---|---|--------------|
| The gross earnings for one year, ending May 31, | | | | |
| 1857, as by Table D, are | - | - | - | \$905,914 64 |
| Expenses, including more than \$15,000 laid out | | | | |
| in widening Charles River Bridge, and 17,000 | | | | |
| for depreciation of engines and cars, | - | - | | 505,561 25 |
| | | | | <hr/> |
| Net, | - | - | | 400,353 39 |
| Deduct two dividends of 3 per cent. each, | - | | | 249,342 00 |
| | | | | <hr/> |
| Balance, | - | | | 151,011 39 |
| From this sum might properly be taken for re- | | | | |
| newals of rails now being laid, | - | - | - | 15,000 00 |
| | | | | <hr/> |
| Leaving, | - | | | \$136,011 39 |
| As the residue, after deducting expenses, dividends, depreciation and provision for renewals. | | | | |

The past has been a fortunate year to the Corporation, so far as the preservation of its property is concerned. No serious destruction of property has occurred by fire, flood or collision.

The detail of accidents will be found in the Appendix. Notwithstanding the almost unprecedented severity of the last winter, when machinery was severely tested, our locomotives performed their accustomed duty, with scarcely any intermission. On no road, radiating from Boston, was there less interruption of the regular trains than on this Road.

It has been the intention of the directors to keep the road-bed, masonry, bridges, sleepers, rails, station houses, and the machinery and other furniture of the Road in good order. In this they trust they have succeeded. They believe that the Road, in all respects, was never in a better condition than at the present time. No pains have been spared, no expense has been withheld, consistent with true economy, to make our Road, in all its appointments, equal to the reasonable desires of a discerning public, who have patronized it so liberally.

In addition to the ordinary repairs of the Road, the Durham Bridge has been strengthened by adding to the existing lattice frame work a series of timber arches. The bridge near Newmarket, and the bridge over the Cochecho have also been strengthened in the same manner. The combined length of these three bridges is 700 feet. Most of the cost of repairing them went into the last year's expenses, viz., about \$3500. When these bridges were constructed, more than fifteen years since, they were considered of sufficient strength to sustain our trains. The engines and freight trains were then comparatively light. Latterly these bridges have shown signs of weakness. They have now been made firm and will probably continue safe for many years to come. The timber in them is sound and well protected from the weather.

During the last year, also, the substantial stone arch bridge, near Stoneham Station, has been erected at an expense of \$3500, and \$500 has been paid towards the Little River Bridge in Haverhill. The enlargement of Charles River Bridge has also been finished at an expense of \$15,000. All of these sums are included in last year's expenses.

The dock lying westerly of our inward freight house, being about 60 feet in width and 500 feet long, is owned by the Eastern Railroad and this Corporation. The Eastern located and constructed their road on piles over a portion of it. The other part has been of little value to us, as a dock, since the widening of our bridge over Charles River on the eastern side. The two Roads mutually agreed to permit teamsters to fill up the dock with waste earth. The filling has progressed satisfactorily without cost to the Roads. We thus shall enlarge our solid area about 15,000 superficial feet, at a very important point, with little expense.

The earnings, when not needed for immediate use, have been invested in temporary loans on interest, from time to time, with such collateral security as would insure their return when wanted for dividends or other legitimate purposes. They have all been promptly paid, as the necessities of the Road required.

We have at all times kept in bank money sufficient to meet any demands that could be made in the regular course of business. Our practice is to make monthly settlements, *in cash*, in all our transactions. We have insisted upon the same principle in reference to our connecting debtor roads. Such a course has prevented the increase of indebtedness from any of those roads except by the accumulation of interest on former debts. Examinations are made at frequent but uncertain intervals, of the accounts of all the agents along the line of the Road. Only one instance of discrepancy of about \$160 exists, and it is believed that the Road will not lose anything by that.

The accounts of the Treasurer have been examined monthly by Mr. J. S. Eaton, who has been employed heretofore for that purpose. His report may be found in the Appendix. They have also been thoroughly examined, in all their branches, by a competent accountant, entirely disconnected with the Road, employed by a committee of the Board on that subject. His report to them, in writing, represents the books of the Corporation to have been kept in a very systematic and correct manner. It is full and perfectly satisfactory.

Table C, which contains a statement of the Assets and Liabilities, will show, as near as may be, the true financial condition of the Road, at the close of the year. The Assets, in that table, are divided into four classes.

The first, footing up - - - - - \$213,480 68
was considered available to that amount, whenever wanted for the payment of debts.

The second, amounting to - - - - - 163,803 52
although not immediately available at par, is yet considered intrinsically worth more than its present market value. It is not proposed to dispose of the Stock and Bonds here enumerated at less than their par value.

The third class is placed in suspense account, at its cost, as represented upon the books, - 97,245 41
This would now bring but a small fraction of its nominal value.

The fourth, amounting to - - - - - 130,540 55
it will be perceived, is principally property used in operating the Road, such as wood, stock in the shops, iron rails, &c. &c., which are intended to be represented at their actual value.

The various tables in the Appendix will furnish much statistical information in reference to the Road.

Among others, of more or less importance, you will find a table containing a statement of all the dividends from the commencement to the present time. The first dividend was made on one thousand shares of stock. The amount of this dividend was \$3000. This sum increased from year to year until the capital became stationary in 1850. It will be perceived that only in one instance has a dividend been passed over, viz., July, 1851. This was occasioned, not so much by the inability of the Road to pay, as is evident from the previous and subsequent dividends, as by the peculiar circumstances attending a rigid investigation into its affairs and general management.

The Table shows, that, in the space of about nineteen years, 127 per cent. has been divided, or about $6\frac{2}{3}$ per cent. per annum on an average, from the beginning.

In Table F you will find a comparative statement of the Earnings and Expenses, under different heads, for the past two years.

STATE LOAN.

Since the making up of the accounts for the year, the State Loan, as it is commonly called, of \$100,000, became due, August 1st, and the full amount was, on that day, placed in the hands of the State Treasurer for the purpose of paying it. It will appear, by the foregoing statement, that much more than that sum has been earned, over and above the expenses, dividends, depreciation, renewals, &c., during the past financial year. Another loan of \$50,000, of a similar character, will be due August 1, 1859. The finances of the Road will doubtless enable us to meet it at maturity.

SUITS AND CLAIMS.

The Report of last year enumerated some of the principal unadjusted liabilities of the Road. Prominent among these was the claim of N. W. Hazen, originating in a defective description of the original location over his land in Lawrence in 1847. An action of trespass had been pending in the Supreme Judicial Court of Massachusetts for many years. During the past year, two new processes had been commenced by Mr. Hazen; one, by a Bill in Equity, in Essex County; the other, by a Petition for leave to file an Information in the nature of a Quo Warranto, in Suffolk County. The decision of the first was in Mr. Hazen's favor. The result of the two last awaited the "law's delay" and the uncertainty of all litigation. Although we had the written opinions of several eminent counsellors-at-law, that our present location was good, and that, consequently, we should ultimately prevail, in the two last named actions, yet, as the result was a matter of uncertainty, it was thought

best, in view of the immense consequences that must have attended a final decision in favor of Mr. Hazen, to settle the claim. After a patient and protracted negotiation by a committee of the Board fully empowered, an amicable adjustment was made. In the arrangement, we obtain our road-bed of about two acres, a release of all actions and causes of actions, and the tract of land easterly of the railroad, being about fifteen acres. In consideration thereof we pay Mr. Hazen \$55,000. There was paid in cash \$15,000. The balance is to be paid in September and October.

There are other claims pending involving considerable sums of money, but they are not of a *very serious* character. They do not, like that of Mr. Hazen, in any way affect the *title* to our *road-bed* under our charter. In cases where the damages are not liquidated by the parties, or referees, the amount is to be assessed by juries. To their judgment, in matters of damages, we should be willing at all times to submit with cheerfulness. In addition to this valuable tract of land, which we purchased of Mr. Hazen, we have other parcels of land of considerable value. They are generally located along the line of our own road, and are becoming more and more valuable every year. The long standing claims against the Great Falls and Conway Railroad, growing out of the operation of the roads, have been amicably settled by taking their mortgage bonds for \$20,000 at par, and an undoubted note for the balance, being \$4,121 11, payable on the first of January next. This settles all controversies between us except a claim on account of change of location. The bonds are guaranteed by the Eastern Railroad in New Hampshire, authorized by the laws of New Hampshire, and made binding by those laws, *expressly* upon both Corporations. They are payable April 1, 1874, with interest semi-annually.

Some suits for personal injury or damage to property have been settled or otherwise disposed of. Others have been commenced and are still pending.

When it is considered that we operate about ninety miles in length of railway, over which Passenger and Freight Trains

daily pass a number of times ; that we transport, annually, and are responsible for the safe transit and delivery of more than 250,000 tons of merchandise of every description ; that the number of passengers using our cars monthly is at least 100,000 ; that we employ, on an average, about 600 men, for whose honesty and fidelity we are accountable, and that we come in contact, by business relations, with vast numbers of people along the whole line of our road ; it cannot be a matter of surprise that we are frequently compelled to defend our rights in a court of law.

THE DANVERS RAILROAD.

The Danvers Railroad has been a fruitful theme of discussion for several years past. The earnings on that road will appear in Schedule H, in the Appendix. In consequence of an arrangement with the Eastern Railroad, under a territorial division of the business, the profits of a certain portion of the gross proceeds over the Danvers is passed to the credit of the Eastern Road. On the petition of the Danvers Road, aided by petitions of individuals, the Legislature passed an act directing the Boston and Maine Railroad to run certain express and independent trains, connecting with the Danvers and other roads, between South Reading and Boston. This act, without precedent, it is believed in the history of legislation, was assented to by the governor, after much hesitation, on account of its apparent unconstitutionality, novelty, and doubtful expediency. We cannot but hope that a succeeding Legislature will at once repeal the act.

THE PORTLAND, SACO AND PORTSMOUTH R. R.

This Road has an independent corporate organization, but is managed under a joint contract between it and the Boston and Maine and the Eastern Railroads.

In years past, the two latter corporations have derived considerable sums of money *directly* from the former road, it being the surplus net earnings after reserving enough to pay the guar-

anteed semi-annual dividends of three per cent. For the past two seasons, the surplus earnings of that road have been expended in making permanent improvements,—in building a very costly bridge over Mousam River, and in replacing with solid earth certain pile structures which needed rebuilding.

Nothing has occurred during the past year to shake confidence in the permanent value of your property. True, the receipts have been somewhat diminished during the last few months, by the general depression of business. But we look for better times, on the revival of trade and manufactures, which we hope soon to witness. Few, if any, roads in New England, have so great and valuable local business as the Boston and Maine. This must continue to increase in importance, with the growth and business of the country, through which it passes. By referring to the annual Legislative Reports for the last six years, it will be found that our own local business has increased considerably every year, except in 1855.

The receipts in 1851 were, for passen-

| | | | | | | |
|-------|---|---|---|----------|--------------|--------------|
| | | | | gers, | \$285,220 99 | |
| " | " | " | " | freight, | 161,118 82 | |
| <hr/> | | | | | | \$446,339 81 |

The receipts in 1856, were for passen-

| | | | | | | |
|-------|---|---|---|----------|------------|--------------|
| | | | | gers, | 372,657 25 | |
| " | " | " | " | freight, | 255,706 60 | |
| <hr/> | | | | | | \$628,363 85 |

Making a gain in five years in the gross receipts

from local business on our own Road, of - \$182,024 04

The Directors would not close their Annual Report without bearing their testimony to the zeal and efficiency manifested by the various officers and employees under their direction. It is due to their care and fidelity, that the operations of the past year have been carried on with so much system, regularity and safety.

Your Directors, one year since, received at your hands a great and responsible trust. They have endeavored so to dis-

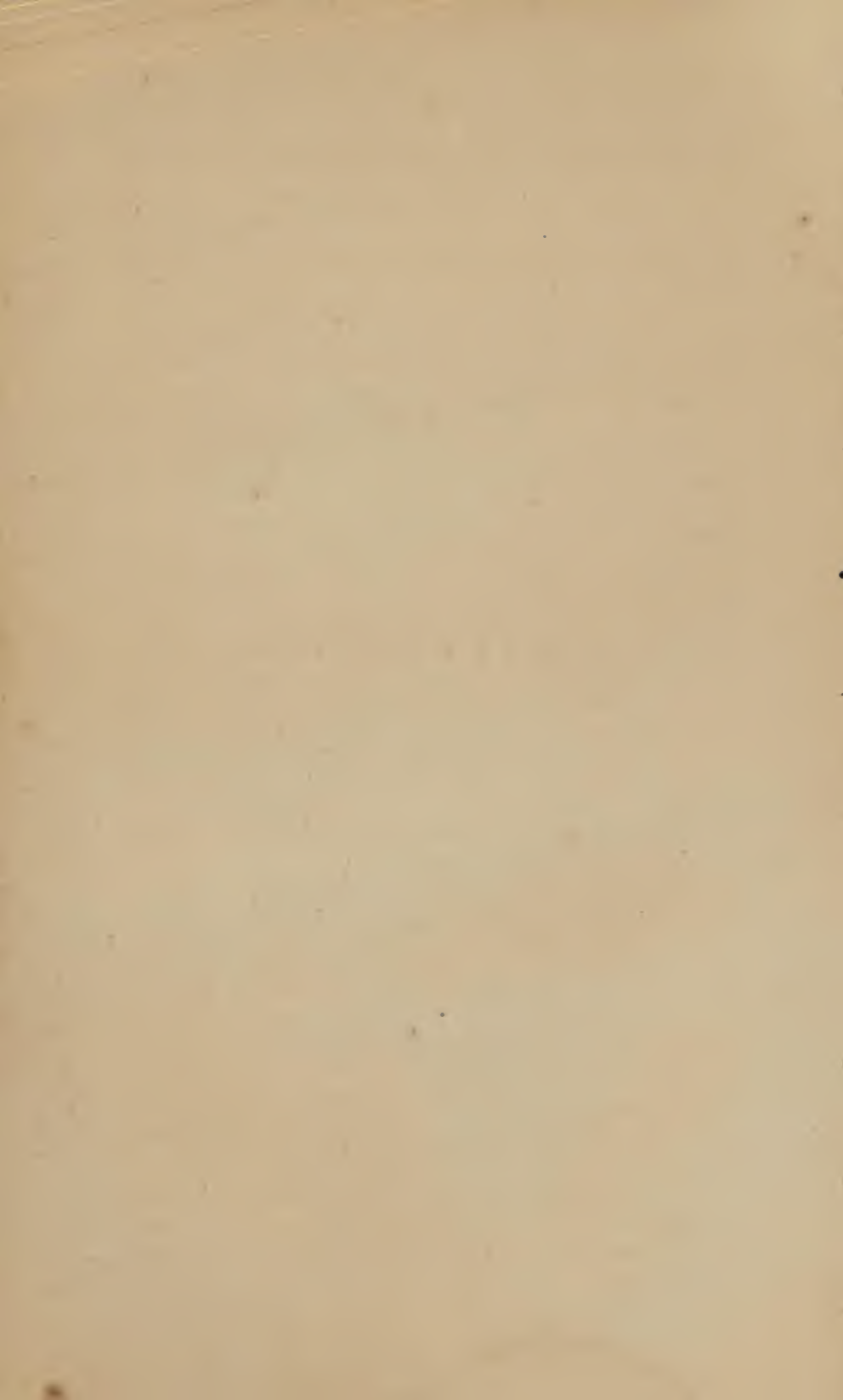
charge their duty in reference to it, that, while the public were fully accommodated, your valuable property should be preserved and be made to yield a reasonable income.

All which is respectfully submitted.

In behalf of the Directors,

F. COGSWELL, *President.*

Boston, Aug. 1, 1857.



APPENDIX.

A.

Dr. Trial Balance May 31, 1857, after entering

Construction Accounts, being cost of road and equipment to this
date, as per Table B, - - - - - \$4,176,205 47

Property accounts:—

| | | | | |
|------------------------------------|-------------------|---|-------------|------------|
| Wood, | on hand this day, | - | \$57,960 16 | |
| Oil, | do. | - | 185 00 | |
| Waste, | do. | - | 153 00 | |
| Stock in Car shop, | do. | - | 15,371 02 | |
| Stock in Engine shop, | do. | - | 11,076 65 | |
| Iron rails, | do. | - | 34,605 42 | |
| Ties, fence boards, &c., | do. | - | 4,628 30 | |
| Stock in steamboat Daniel Webster, | - | - | 6,561 00 | |
| | | | | 130,540 55 |

Asset accounts:—

| | | | | | | | | | | |
|--|---|---|---|---|---|---|-----|---------|----|------------|
| Notes receivable, | - | - | - | - | - | - | - | 172,888 | 68 | |
| Cash, | - | - | - | - | - | - | - | 2,589 | 92 | |
| State of Massachusetts Stock, | - | - | - | - | - | - | - | 4,881 | 25 | |
| Uncollected Freight bills, &c., | - | - | - | - | - | - | - | 27,242 | 31 | |
| Cocheco Railroad account for May, | - | - | - | - | - | - | - | 468 | 55 | |
| Great Falls and Conway Railroad acc't for May, | | | | | | | | 306 | 20 | |
| Newburyport Railroad account, | | | | | | | do. | 931 | 54 | |
| Portsmouth and Concord Railroad acc't | | | | | | | do. | 2 | 07 | |
| Salem and Lowell Railroad account | | | | | | | do. | 211 | 49 | |
| Northern Railroad account | | | | | | | do. | 474 | 34 | |
| Lowell and Lawrence Railroad—rent of road, | - | - | - | - | - | - | - | 1,204 | 35 | |
| Uncollected rent bills, | - | - | - | - | - | - | - | 810 | 82 | |
| Auditor Post Office for transporting mails, | - | - | - | - | - | - | - | 1,469 | 16 | |
| | | | | | | | | | | 213,480 68 |
| Boston and Maine Railroad stock, 500 shares | | | | | | | | | | |
| bought as investment of surplus, | - | - | - | - | - | - | - | 50,000 | 00 | |
| Danvers R. R. bonds, endorsed by us, taken at par, | | | | | | | | 53,500 | 00 | |
| Danvers Railroad land damage acc't, secured by | | | | | | | | | | |
| their bonds, endorsed by us, | - | - | - | - | - | - | - | 11,030 | 30 | |
| Investment for Danvers Railroad Sinking Fund, | | | | | | | | | | |
| being Danvers R. R. bonds, endors. by us at par, | | | | | | | | 6,000 | 00 | |
| Methuen Branch rent account; Manchester and | | | | | | | | | | |
| Lawrence Railroad account, &c., | - | - | - | - | - | - | - | 8,075 | 69 | |
| Great Falls and Conway R. R. notes and acc't, | - | - | - | - | - | - | - | 26,394 | 17 | |
| Cocheco Railroad note and account, | - | - | - | - | - | - | - | 8,803 | 36 | |
| | | | | | | | | | | 163,803 52 |

Suspense account, being sundry bonds, notes and accounts, of
uncertain value, described in Table C, - - - - - 97,245 41

\$4,781,275 63

*Dividend payable July 1, 1857.**Cr.*

Capital Stock account :—

| | |
|---|-----------------------|
| Received from sales of 41,557 Shares, - - | \$4,076,974 52 |
| Received from State loan, - - - | 150,000 00 |
| | <u>\$4,226,974 52</u> |

Liabilities :—

| | |
|---|-------------------|
| Unpaid dividends, including dividend payable | |
| July 1, 1857, of \$124,671, - - - | 127,131 10 |
| Danvers Railroad Sinking Fund, - - - | 5,627 54 |
| Tax bills unpaid, estimate, - - - | 4,056 19 |
| Sundry bills do. - - - | 5,477 25 |
| Law bills do. estimate, - - - | 6,677 00 |
| Rent account Danvers Railroad, - - - | 2,692 50 |
| Boston, Concord & Montreal R. R., monthly acc't, - - - | 7,855 69 |
| Conc., Manches. & Lawrence do. do. | 3,324 94 |
| Concord and Claremont do. do. | 277 32 |
| Contoocook Valley do. do. | 140 97 |
| Conn. and Passumpsic do. do. | 694 00 |
| Eastern do. do. | 12,568 97 |
| New Hampshire Central do. do. | 47 39 |
| Portland, Saco and Portsmouth do. do. | 4,271 60 |
| South Reading Branch do. do. | 1,306 34 |
| Vermont Central do. do. | 11,912 35 |
| | <u>194,061 15</u> |
| General Reserve account, being undivided Earnings to date, as described in Table E, - - - | 360,239 96 |

For liabilities not yet adjusted see Table C.

B.

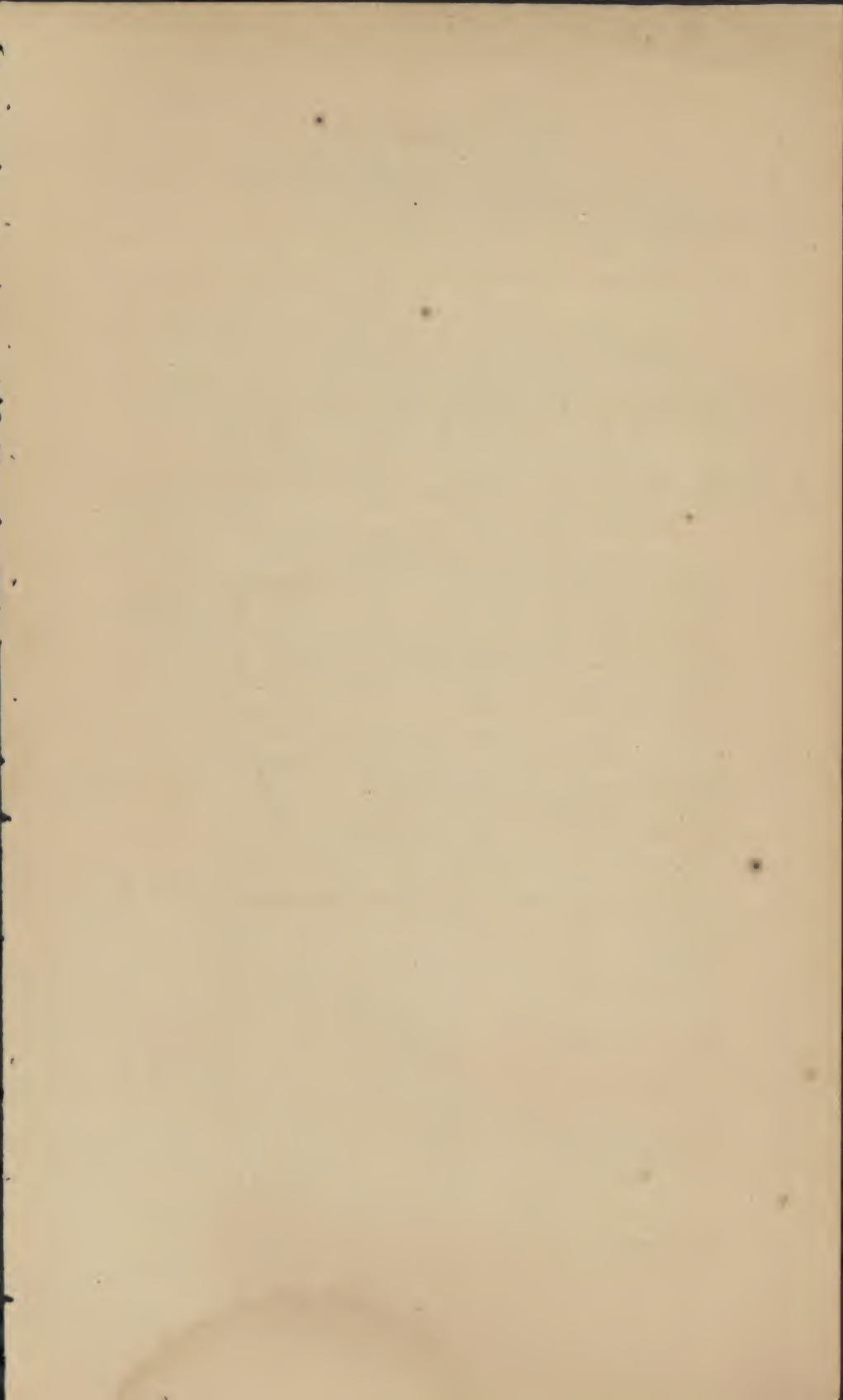
*Statement of Capital Stock and Construction Accounts,
May 31, 1857.*

CAPITAL.

| | |
|--|----------------|
| Received from sale of 41,557 shares, - - | \$4,076,974 52 |
| " " State Loan, due Aug. 1, 1857, - | 100,000 00 |
| " " " " " " 1, 1859, - | 50,000 00 |
| <hr/> | |
| Total capital, - - - - | \$4,226,974 52 |

CONSTRUCTION.

| | |
|--|----------------|
| Graduation and Masonry, - - - - | 882,067 40 |
| Wooden Bridges, - - - - | 371,468 55 |
| Superstructure, including iron, - - - | 984,523 89 |
| Stations, buildings, fixtures and furniture, - | 520,722 78 |
| Land, land damages, and fences, - - - | 759,552 91 |
| Engineering and other expenses, - - - | 272,388 94 |
| <hr/> | |
| | 3,790,724 47 |
| Locomotives, - - - - | 183,950 |
| Passenger and Baggage Cars, - - | 67,649 |
| Merchandise Cars, - - - | 133,882 |
| <hr/> | |
| | 385,481 00 |
| <hr/> | |
| Total cost of road and equipment, - | \$4,176,205 47 |



C.

*Statement of Assets available for the payment of Debts,
May 31, 1857.*

| | | | | | |
|---|-----|-----|-----|-----------|------------|
| Notes receivable, - | - | - | - | \$172,888 | 68 |
| Cash, - | - | - | - | 2,589 | 92 |
| State of Massachusetts Stock, - | - | - | - | 4,881 | 25 |
| Uncollected Freight Bills and balance Ticket acct's, | - | - | - | 27,242 | 31 |
| Cochecho Railroad account for May, | - | - | - | 468 | 55 |
| Great Falls and Conway Railroad account for May, | - | - | - | 306 | 20 |
| Newburyport Railroad | do. | do. | - | 931 | 54 |
| Portsmouth and Concord | do. | do. | do. | 2 | 07 |
| Salem and Lowell | do. | do. | do. | 211 | 49 |
| Northern Railroad, - | - | - | - | 474 | 34 |
| Lowell and Lawrence R. R., 6 mos. rent of track, - | - | - | - | 1,204 | 35 |
| Uncollected Rent bills, - | - | - | - | 810 | 82 |
| Auditor Post Office, Mail account, - | - | - | - | 1,469 | 16 |
| | | | | | 213,480 68 |
| Boston and Maine Railroad Stock, 500 shares bought as investment of surplus, - | - | - | - | 50,000 | 00 |
| Danvers R. R. Bonds, endorsed by us, taken at par, | - | - | - | 53,500 | 00 |
| Danvers Railroad Land damage account, secured by their bonds endorsed by us, - | - | - | - | 11,030 | 30 |
| Investment for Danvers R. R. Sinking Fund, being their bonds, endorsed by us at par, - | - | - | - | 6,000 | 00 |
| Methuen Branch Rent account, Manchester and Lawrence Railroad account, &c. - | - | - | - | 8,075 | 69 |
| Great Falls and Conway Railroad Notes and acct., | - | - | - | 26,394 | 17 |
| Cochecho Railroad Note and account, - | - | - | - | 8,803 | 36 |
| | | | | | 163,803 52 |
| <i>All other Assets.</i> | | | | | |
| Newburyport Railroad Bonds at 90, - | - | - | - | 15,210 | 00 |
| White Mountain Railroad Bonds, at par, - | - | - | - | 1,100 | 00 |
| Newburyport Railroad Notes, - | - | - | - | 60,545 | 55 |
| do do. Account, - | - | - | - | 10,603 | 97 |
| Line via Lowell or Quintuple Contract account, - | - | - | - | 6,165 | 77 |
| Sundry Freight bills, &c., in suit or disputed, - | - | - | - | 3,620 | 12 |
| | | | | | 97,245 41 |
| Wood, on hand, May 31, - | - | - | - | 57,960 | 16 |
| Oil, do. - | - | - | - | 185 | 00 |
| Waste, do. - | - | - | - | 153 | 00 |
| Stock in Car shop, do. - | - | - | - | 15,371 | 02 |
| Stock in Engine shop, do. - | - | - | - | 11,076 | 65 |
| Iron rails, do. - | - | - | - | 34,605 | 42 |
| Ties, fence, boards, &c., do. - | - | - | - | 4,628 | 30 |
| Stock in steamboat Daniel Webster, - | - | - | - | 6,561 | 00 |
| | | | | | 130,540 55 |

Liabilities May 31, 1857, including Dividend due July 1, 1857.

| | | | | | |
|---|-----|-----------------|--------|---------|------------|
| Unpaid dividends due on demand, | - | - | - | 3,960 | 10 |
| Dividend due July 1, 1857, less dividend on 500 shares owned by us, | - | - | - | 123,171 | 00 |
| Danvers Railroad Sinking Fund, | - | - | - | 5,627 | 54 |
| Tax bills, estimate (due this fall,) | - | - | - | 4,056 | 19 |
| Sundry bills, due on demand, | - | - | - | 5,477 | 25 |
| Law bills, estimated outstanding, | - | - | - | 6,667 | 00 |
| Danvers Railroad Rent account, | - | - | - | 2,692 | 50 |
| Boston, Concord and Montreal R. R., monthly acct., | | | | 7,855 | 69 |
| Concord, Manches. & Lawrence do. | do. | do. | - | 3,324 | 94 |
| Concord and Claremont, | do. | do. | - | 277 | 32 |
| Contoocood Valley, | do. | do. | - | 140 | 97 |
| Conn. & Pass. Rivers, | do. | do. | - | 694 | 00 |
| Eastern, | do. | division acct., | 12,568 | 97* | |
| New Hampshire Central, | do. | monthly acct., | 47 | 39 | |
| Portland, Saco, and Portsmouth, | do. | do. | - | 4,271 | 60 |
| South Reading Branch, | do. | do. | - | 1,306 | 34 |
| Vermont Central | do. | do. | - | 11,912 | 35 |
| | | | | | 194,061 15 |
| State Loan due Aug. 1, 1857, | - | - | - | 100,000 | 00 |
| do. do. do. do. 1, 1859, | - | - | - | 50,000 | 00 |
| | | | | | 150,000 00 |

Liable as endorsers on: \$125,000 Danvers Railroad Bonds.

Claims in suit or disputed, viz.:

| | | | | | |
|---|-----|---|---|--------|----|
| Eben Smith for land in Boston, | - | - | - | 40,000 | 00 |
| N. W. Hazen, for land damages settled since May 31, for | - | - | - | 55,000 | 00 |
| Bartlett & Minot, for land in Boston, | - | - | - | 20,000 | 00 |
| Boston and Lowell Railroad—for profits for running to Lowell. | | | | | |
| A. H. Barrett, for gravel taken by us. | | | | | |
| Mary G. Wallinger, personal injury. | | | | | |
| James Welsh, for | do. | | | | |
| L. W. W. Steer, | do. | | | | |
| Jane C. Langley, for goods burnt. | | | | | |
| Augusta Water Power Company, lost baggage. | | | | | |
| J. W. Gleason, for personal injury. | | | | | |
| S. J. Whitaker, for | do. | | | | |
| Gunnison et al. for | do. | | | | |
| J. M. Richardson, for | do. | | | | |
| J. H. Beede, lost freight. | | | | | |
| Hill Match Co., damage to freight. | | | | | |
| Danvers Railroad, for breach of contract. | | | | | |
| Vinal, for personal injury. | | | | | |
| James Steam Mills, for goods burnt. | | | | | |

* This is balance due on account of division of business. We have unadjusted land claims in offset, which are not yet represented on the books.

D.

*Statement of Earnings and Expenses for the Year ending
May 31, 1857.*

EARNINGS.

| | | | | | | | |
|-------------|---|---|---|---|---|---------|------------|
| Passengers, | - | - | - | - | - | 538,406 | 03 |
| Freight, | - | - | - | - | - | 349,155 | 13 |
| Rents, | - | - | - | - | - | 9,263 | 40 |
| Mails, | - | - | - | - | - | 7,713 | 80 |
| Interest, | - | - | - | - | - | 1,371 | 28 |
| | | | | | | | <hr/> |
| | | | | | | | 905,914 64 |

EXPENSES.

RUNNING EXPENSES.

| | | | | | | | |
|--|---|---|---|---|---|--------|------------|
| Repairs road, | - | - | - | - | - | 80,048 | 55 |
| “ bridges, | - | - | - | - | - | 12,627 | 96 |
| “ fences, gates, &c. | - | - | - | - | - | 1,085 | 93 |
| “ station buildings, fixtures and furniture, | - | - | - | - | - | 13,104 | 43 |
| “ locomotives, | - | - | - | - | - | 31,234 | 15 |
| “ passenger and baggage cars, | - | - | - | - | - | 11,733 | 07 |
| “ merchandise cars, | - | - | - | - | - | 10,692 | 43 |
| “ gravel cars, | - | - | - | - | - | 393 | 12 |
| Removing ice and snow, | - | - | - | - | - | 1,806 | 21 |
| Switchmen, gatemen, &c. | - | - | - | - | - | 20,397 | 25 |
| Passenger expenses, | - | - | - | - | - | 61,780 | 09 |
| Merchandise do. | - | - | - | - | - | 64,044 | 97 |
| Wood, | - | - | - | - | - | 83,643 | 83 |
| Sawing wood and pumping water, | - | - | - | - | - | 15,933 | 84 |
| Oil, | - | - | - | - | - | 8,313 | 02 |
| Waste, | - | - | - | - | - | 1,381 | 77 |
| Horse Power, | - | - | - | - | - | 10,096 | 50 |
| Damages and gratuities, | - | - | - | - | - | 8,493 | 38 |
| | | | | | | | <hr/> |
| | | | | | | | 436,810 50 |
| | | | | | | | <hr/> |
| | | | | | | | 469,104 14 |

OTHER EXPENSES.

| | | |
|---|--------|------------|
| General expenses, being salaries, law expenses, &c. | 16,387 | 54 |
| Taxes, | 8,917 | 13 |
| Insurance, | 2,560 | 09 |
| Danvers Railroad rent, | 7,500 | 00 |
| | | <hr/> |
| | | 35,364 76 |
| | | <hr/> |
| Net, after deducting expenses, | - | 433,739 38 |

| | | | | |
|---|---|---|-----------|-------------------|
| Amount brought forward, | - | - | - | 433,739 38 |
| Depreciation of engines and cars, - | - | - | 17,781 55 | |
| Charles River Bridge, (besides balance of last year's appropriation,) - - - - - | - | - | 15,317 33 | |
| Iron rails, (besides balance of last year's appropria'n, | | | 287 11 | |
| | | | | <u>33,385 99</u> |
| Net after deducting expenses and depreciation, | - | - | | <u>400,353 39</u> |
| Miles run by passenger trains, - - - - - | - | - | - | 347,015 |
| “ “ freight “ - - - - - | - | - | - | 167,644 |
| “ “ wood “ - - - - - | - | - | - | 11,183 |
| “ “ gravel “ - - - - - | - | - | - | 7,259 |
| “ “ extra “ - - - - - | - | - | - | 4,669 |
| Total miles run, - - - - - | - | - | - | 537,770 |
| Number of passengers carried in the cars, - - - - - | - | - | - | 1,393,360 |
| “ “ “ one mile, - - - - - | - | - | - | 16,623,220 |
| “ “ “ to and from other roads, - - - - - | - | - | - | 296,464 |
| “ “ “ “ one mile, - - - - - | - | - | - | 9,588,806 |
| “ of tons merchandise carried in the cars, - - - - - | - | - | - | 269,646 |
| “ “ “ “ one mile, - - - - - | - | - | - | 8,520,227 |
| “ “ “ “ to and from other roads, - - - - - | - | - | - | 106,278 |
| “ “ “ “ one mile, - - - - - | - | - | - | 3,041,737 |
| Freight carried for use of the road, - - - - - | - | - | - | 990 |

Express trains, and where run :

One Andover and Boston, 23 miles.

Two Reading and Boston, 12 “

E

Statement of Undivided Earnings, May 31, 1857.

| | |
|--|------------------|
| Balance as per Report, May 31, 1856, - - - - | 251,186 06 |
| Earned this year over expenses, dividends, and depreciation, as per Table D, - - - - | 400,353 39 |
| Deduct two dividends, of 3 per cent. each, - - - - | 249,342 00 |
| | <hr/> 151,011 39 |
| | <hr/> 402,197 45 |
| Paid balance of last year's Appropriation for Charles River Bridge, - - - - | 10,371 44 |
| Paid balance of last year's Appropriation for Iron rails, - - - - | 10,000 00 |
| Paid this year for old fire losses, - - - - | 1,059 96 |
| Allowed on our claim against Lawrence & Bishop, for land damage acct., Medford Branch, settled, | 7,991 58 |
| Sundry worthless bills, and account of uncollected interest charged off, which stood last year in ac- count of Assets, - - - - | 12,534 51 |
| | <hr/> 41,957 49 |
| | <hr/> |
| Balance, May 31, 1857, - - - - | \$360,239 96 |

NOTE. This account does not represent the Surplus of the Road; it only shows the amount that the Earnings have exceeded the Expenses, including charges for depreciation, renewals, and dividends. The true financial condition of the Road may be found by comparing the Assets and Liabilities, as shown in Table C.

F.

Comparative Statement of Earnings and Expenses.

EARNINGS.

| | YEAR ENDING MAY 31, 1856. | YEAR ENDING MAY 31, 1857. |
|-------------------------------|------------------------------|------------------------------|
| Passengers, - - - - | \$536,313 74 | 538,406 03 |
| Freight, - - - - | 328,256 21 | 349,155 13 |
| Rents, - - - - | 9,041 95 | 9,268 40 |
| Mails, - - - - | 7,750 26 | 7,713 80 |
| Interest, - - - - | 5,679 37 | 1,371 28* |
| Surplus P., S. & P. Railroad, | 4,000 42 | |
| | 891,041 95 | 905,914 64 |

EXPENSES.

| | | |
|---|------------|-------------|
| Repairs road, - - - - | 98,263 10 | 80,048 55 |
| “ bridges, - - - - | 12,295 98 | 12,627 96 |
| “ fences, - - - - | 3,044 71 | 1,085 93 |
| “ stations, &c. - - - - | 11,581 50 | 13,104 43 |
| “ locomotives, - - - - | 33,881 83 | 31,234 15 |
| “ passen. & baggage cars, - - - - | 13,238 20 | 11,733 07 |
| “ merchandise cars, - - - - | 10,200 08 | 10,692 43 |
| “ gravel cars, - - - - | 386 20 | 393 12 |
| Removing ice and snow, - - - - | 4,576 64 | 1,806 21 |
| Switchmen, gatemen, &c. - - - - | 19,242 94 | 20,397 25 |
| Passenger expenses, - - - - | 66,181 38 | 61,780 09 |
| Merchandise expenses, - - - - | 62,641 52 | 64,044 97 |
| Wood, - - - - | 98,119 03 | 83,643 83† |
| Sawing wood & pumping water, - - - - | 16,804 00 | 15,933 84 |
| Oil, - - - - | 8,996 12 | 8,313 02 |
| Waste, - - - - | 1,878 80 | 1,381 77 |
| Horse power, - - - - | 10,361 50 | 10,096 50 |
| Damages and gratuities, - - - - | 14,008 41 | 8,493 38 |
| General expenses, - - - - | 34,377 05 | 16,387 54‡ |
| Taxes, - - - - | 10,419 74 | 8,917 13 |
| Insurance, - - - - | 2,291 78 | 2,560 09 |
| Danvers Railroad rent, - - - - | 7,500 00 | 7,500 00 |
| | 540,290 51 | 472,175 26§ |
| Net after deducting expenses, - - - - | 350,751 44 | 433,739 38 |
| Depreciation of engines and cars, - - - - | 16,126 34 | 17,781 55 |
| Appropriation for Charles River Br. - - - - | 30,000 00 | 15,317 33 |
| “ for iron rails, - - - - | 25,000 00 | 287 11¶ |
| “ for stations, &c. - - - - | 5,000 00 | |
| | 76,126 34 | 33,385 99 |
| Net, after deducting exp. & deprec'n, &c. - - - - | 274,625 10 | 400,353 39 |

* Interest account for 1857, contains only amount received; while account for 1856, contains amount earned.

† 1856, contains Coal, \$3773 20.

‡ Account for 1856, contains appropriation for law bills of \$10,000—\$6,677 of which remains unexpended.

§ Miles run 1856—547,705; 1857—537,770.

|| \$15,317 33 paid from this year's earnings; and \$10,371 44, from last year's earnings; in all, paid this year, \$25,688 77.

¶ \$287 11 paid from this year's earnings; and \$10,000 paid from last year's earnings; in all, \$10,287 11.

G.

*Exhibit of Locomotives and Cars owned by the Boston and
Maine Railroad, May 31, 1857.*

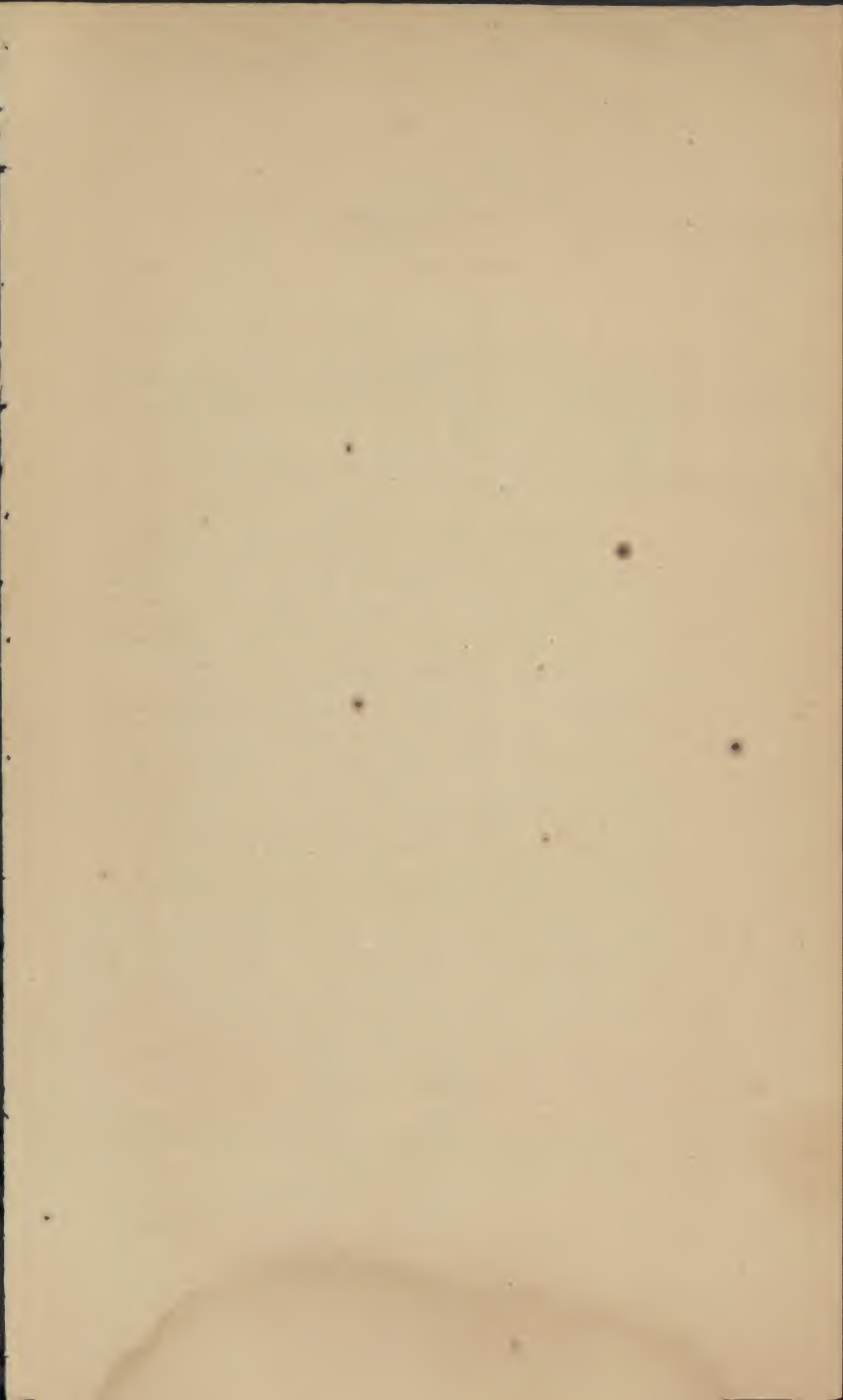
LOCOMOTIVES.

| Names. | Weight. | Diameter of driver. | Diameter of cylinder. | Length of stroke. | Valua- tion. |
|--------------------|----------|------------------------|--------------------------|----------------------|-----------------|
| Augusta, | 11 tons. | 5 feet. | 12½ | 16 inches. | \$2000 00 |
| Antelope, | 13 | 5 ft. 6 in. | 11½ | 22 | 3000 00 |
| Bangor, | 19 | 5 6 | 14½ | 18 | 5300 00 |
| Boston, | 19 | 5 | 14½ | 18 | 5200 00 |
| Bay State, | 22 | 5 6 | 14½ | 20 | 6200 00 |
| Ballard Vale, | 19 | 5 | 14½ | 18 | 5300 00 |
| Cocheco, | 12 | 5 | 12 | 16 | 2500 00 |
| Dragon, | 14 | 4 6 | 12 | 20 | 5300 00 |
| Dover, | 24 | 4 6 | 15 | 20 | 6000 00 |
| Exeter, | 24 | 4 6 | 15 | 20 | 6000 00 |
| Essex, | 24 | 5 6 | 15 | 18 | 6300 00 |
| Granite State, | 22 | 5 6 | 14½ | 20 | 6000 00 |
| Haverhill, | 11 | 5 | 12½ | 16 | 1600 00 |
| Hinkley, | 23 | 5 6 | 15 | 20 | 6600 00 |
| Lawrence, | 22 | 5 | 15 | 18 | 5800 00 |
| Massachusetts, | 19 | 5 6 | 14½ | 18 | 5500 00 |
| Maine, | 25 | 3 10 | 16½ | 20 | 6600 00 |
| Malden, | 13 | 5 6 | 16½ | 20 | 3000 00 |
| New Hampshire, | 25 | 3 10 | 16½ | 20 | 6600 00 |
| Norris, | 20 | 5 6 | 14 | 22 | 6000 00 |
| Ogicchook, | 19 | 5 | 14 | 18 | 5300 00 |
| O. W. Bayley, | 23 | 5 6 | 15 | 20 | 6600 00 |
| Portland, | 13 | 5 3 | 11½ | 20 | 3000 00 |
| Reading, | 13 | 5 6 | 11½ | 20 | 3000 00 |
| Rockingham, | 24 | 4 6 | 15 | 24 | 7300 00 |
| Vermont, | 23 | 4 6 | 15 | 20 | 6000 00 |
| Swamscot, | 14 | 4 6 | 13½ | 20 | 4300 00 |
| United States, | 24 | 5 | 15 | 24 | 7300 00 |
| Merrimack, | 25 | 5 6 | 16 | 20 | 7800 00 |
| Thomas West, | 25 | 5 6 | 16 | 20 | 7800 00 |
| Atlantic, | 25 | 5 6 | 15 | 22 | 7800 00 |
| Pacific, | 25 | 5 6 | 15 | 22 | 7800 00 |
| Lanterns, | - | - | - | - | 2000 00 |
| Buckets, | - | - | - | - | 150 00 |
| Cattle Guards, | - | - | - | - | 1000 00 |
| Snow Plows, | - | - | - | - | 5000 00 |
| Two spare Tenders, | - | - | - | - | 1000 00 |

 \$183,950 00

PASSENGER CARS.

| | | | |
|--------|-----------------|-----------|----------------------------|
| No. 8, | 1 First Class, | 52 seats, | \$185 00 |
| 9, | 1 " " | 56 " | 650 00 |
| 10, | 1 " " | 60 " | 970 00 |
| 11, | 1 " " | 64 " | 920 00 |
| 12, | 1 " " | 64 " | 1075 00 |
| 13, | 1 " " | 60 " | 1285 00 |
| 14, | 1 " " | 64 " | 1270 00 |
| 15, | 1 " " | 60 " | 1295 00 |
| 16, | 1 " " | 60 " | 1380 00—saloon. |
| 17, | 1 " " | 60 " | 1000 00 |
| 18, | 1 " " | 60 " | 1135 00 |
| 19, | 1 " " | 60 " | 1165 00 |
| 21, | 1 " " | 44 " | 1010 00—with baggage room. |
| 22, | 1 " " | 60 " | 1275 00 |
| 23, | 1 " " | 60 " | 1925 00—saloon. |
| 24, | 1 " " | 60 " | 1585 00—saloon. |
| 25, | 1 " " | 60 " | 1520 00 |
| 26, | 1 " " | 60 " | 1815 00—saloon. |
| 27, | 1 " " | 44 " | 1360 00 |
| 28, | 1 " " | 72 " | 1850 00 |
| 29, | 1 " " | 60 " | 1625 00 |
| 30, | 1 " " | 60 " | 1625 00 |
| 31, | 1 " " | 60 " | 1675 00 |
| 32, | 1 " " | 72 " | 2175 00—saloon. |
| 33, | 1 " " | 56 " | 1385 00—baggage apartment. |
| 34, | 1 " " | 44 " | 1255 00 |
| 35, | 1 Second Class, | 32 " | 975 00—baggage apartment. |
| 36, | 1 First Class, | 44 " | 1250 00 |
| 37, | 1 " " | 44 " | 1250 00 |
| 38, | 1 " " | 60 " | 1575 00 |
| 39, | 1 " " | 60 " | 1465 00 |
| 40, | 1 " " | 60 " | 1465 00 |
| 41, | 1 " " | 60 " | 1550 00—saloon. |
| 42, | 1 " " | 60 " | 2330 00—saloon. |
| 43, | 1 " " | 60 " | 1820 00 |
| 44, | 1 " " | 60 " | 1820 00 |
| 45, | 1 " " | 60 " | 2245 00—saloon. |
| 46, | 1 " " | 60 " | 2145 00 |
| 47, | 1 " " | 60 " | 2510 00—saloon. |



H—No. 1.

Receipts from Passengers, Monthly, at each Depot and Station, for the year ending May 31, 1857.

| | June. | July. | August. | Sept. | October. | Nov. | Dec. | January. | February. | March. | April. | May. | Total. |
|-----------------------|----------|-----------|----------|----------|----------|----------|----------|----------|-----------|----------|----------|----------|-----------|
| Boston, - | 7,596 89 | 10,097 86 | 8,977 87 | 9,444 95 | 8,579 77 | 7,559 97 | 6,355 74 | 4,930 28 | 5,180 22 | 6,920 71 | 6,899 89 | 7,056 18 | 88,900 33 |
| Somerville, - | - | 135 60 | 118 42 | 117 05 | 148 05 | 136 45 | 116 92 | 74 60 | 82 06 | 116 02 | 126 37 | 113 54 | 1,430 42 |
| Medford, - | - | 373 83 | 367 27 | 498 41 | 449 08 | 322 20 | 287 32 | 212 23 | 232 73 | 227 83 | 317 51 | 311 65 | 4,073 72 |
| Malden, - | - | 593 79 | 700 11 | 592 29 | 708 27 | 714 44 | 658 90 | 513 87 | 456 05 | 361 11 | 541 83 | 464 93 | 6,923 02 |
| Melrose, - | - | 435 44 | 542 30 | 491 67 | 577 65 | 580 92 | 501 21 | 412 16 | 277 86 | 349 48 | 428 63 | 372 08 | 5,243 23 |
| Stonham, - | - | 285 95 | 424 92 | 421 34 | 343 82 | 309 99 | 340 05 | 311 34 | 334 88 | 406 69 | 413 47 | 312 07 | 4,227 73 |
| South Reading, - | - | 493 16 | 640 20 | 580 38 | 571 78 | 591 16 | 450 68 | 414 63 | 430 97 | 494 72 | 495 81 | 512 70 | 6,327 13 |
| Reading, - | - | 560 83 | 810 74 | 778 90 | 634 40 | 647 60 | 569 97 | 451 99 | 531 66 | 628 08 | 641 03 | 586 44 | 7,592 75 |
| Ballardvale, - | - | 237 89 | 351 96 | 271 48 | 361 06 | 242 62 | 287 68 | 214 22 | 170 96 | 181 99 | 205 39 | 223 88 | 2,939 73 |
| Andover, - | - | 865 43 | 1,140 40 | 1,115 22 | 1,033 39 | 901 41 | 949 71 | 580 88 | 598 10 | 813 27 | 751 88 | 765 04 | 10,265 20 |
| South Lawrence, - | - | 877 31 | 1,305 13 | 1,306 90 | 1,112 41 | 836 30 | 916 52 | 697 34 | 768 91 | 930 75 | 1,156 75 | 918 81 | 11,811 16 |
| North Lawrence, - | - | 1,643 35 | 2,036 84 | 1,726 97 | 2,128 63 | 1,997 85 | 1,640 47 | 1,196 33 | 1,137 14 | 1,421 84 | 1,584 82 | 1,524 10 | 19,538 36 |
| North Andover, - | - | 281 35 | 444 35 | 397 22 | 386 73 | 333 89 | 189 30 | 169 59 | 197 32 | 211 25 | 244 50 | 219 24 | 3,330 42 |
| Bradford, - | - | 244 51 | 315 82 | 335 36 | 356 54 | 314 52 | 174 53 | 141 65 | 180 66 | 181 52 | 245 63 | 239 98 | 2,976 41 |
| Haverhill, - | - | 1,667 99 | 2,094 78 | 1,885 87 | 2,032 08 | 1,936 38 | 1,428 17 | 1,440 16 | 1,458 11 | 1,718 79 | 1,751 76 | 1,549 51 | 20,507 12 |
| Atkinson, - | - | 108 89 | 130 92 | 189 21 | 224 96 | 211 89 | 123 94 | 98 55 | 109 35 | 118 00 | 157 88 | 127 60 | 1,740 25 |
| Plaistow, - | - | 121 51 | 118 06 | 132 58 | 172 25 | 145 71 | 105 99 | 70 96 | 98 35 | 131 67 | 129 33 | 129 87 | 1,473 45 |
| Newton, - | - | 95 14 | 129 78 | 120 03 | 203 89 | 149 91 | 96 49 | 78 46 | 99 48 | 106 60 | 116 38 | 103 05 | 1,416 98 |
| East Kingston, - | - | 203 08 | 229 53 | 246 77 | 252 09 | 237 58 | 184 41 | 120 09 | 182 76 | 214 09 | 199 25 | 170 97 | 2,451 05 |
| Exeter, - | - | 770 16 | 1,022 18 | 1,082 62 | 1,163 18 | 1,002 36 | 631 24 | 557 19 | 627 29 | 787 96 | 853 83 | 704 40 | 10,010 04 |
| South Newmarket, - | - | 146 84 | 177 60 | 241 37 | 292 89 | 215 73 | 155 21 | 166 70 | 122 27 | 188 94 | 181 94 | 138 77 | 2,213 13 |
| P. and C. Junction, - | - | 202 23 | 295 43 | 354 98 | 323 75 | 249 08 | 205 27 | 230 88 | 194 40 | 205 68 | 220 51 | 197 09 | 2,941 13 |
| Newmarket, - | - | 436 23 | 511 11 | 674 45 | 841 85 | 478 04 | 452 91 | 274 70 | 396 89 | 561 23 | 485 66 | 414 11 | 6,130 30 |
| Durham, - | - | 127 63 | 155 53 | 215 04 | 246 28 | 192 57 | 187 57 | 136 30 | 137 28 | 166 03 | 169 33 | 114 24 | 2,009 00 |
| Dover, - | - | 1,255 92 | 1,477 48 | 1,877 38 | 2,063 84 | 1,671 24 | 1,113 38 | 871 98 | 1,024 48 | 1,313 33 | 1,430 56 | 1,110 87 | 16,505 82 |

H—No. 2.
Receipts from Connecting Railroad Passengers, Monthly, for the year ending May 31, 1857.

| Months. | S. Reading Branch. | Earned by Danvers R. R. | S. & Lowell via W. Junction | S. & Lowell via Danvers R. R. | Manchester & Lawrence. | Concord R. R. | Trustees of C. & C. R. R. | H. C. R. R. | Newburyport via Danvers. | Concord Valley. | B., Concord and Montreal. |
|------------|--------------------|-------------------------|-----------------------------|-------------------------------|------------------------|----------------------------|---------------------------|-------------|--------------------------|-----------------|---------------------------|
| June, | 434 67 | 819 15 | 229 31 | 38 20 | 995 36 | 341 57 | 60 90 | 50 47 | 462 63 | 33 24 | 260 03 |
| July, | 303 20 | 924 16 | 306 99 | 57 44 | 1,129 91 | 310 34 | 75 68 | 53 33 | 442 76 | 38 37 | 432 18 |
| August, | 317 37 | 879 73 | 305 48 | 47 86 | 1,243 17 | 482 14 | 94 40 | 69 98 | 435 44 | 70 06 | 696 88 |
| September, | 460 52 | 1,173 54 | 250 01 | 47 92 | 1,245 23 | 402 42 | 82 55 | 59 79 | 610 86 | 78 52 | 471 73 |
| October, | 297 31 | 929 88 | 371 27 | 34 72 | 1,447 17 | 306 15 | 45 46 | 33 65 | 401 62 | 33 20 | 298 07 |
| November, | 266 92 | 740 85 | 236 58 | 36 44 | 887 90 | 353 63 | 55 80 | 43 29 | 386 53 | 43 56 | 254 56 |
| December, | 326 54 | 731 27 | 198 17 | 42 78 | - | Comr., M. & L. 1,006 91 | 30 01 | 27 59 | 321 46 | 27 79 | 203 52 |
| January, | 197 26 | 612 35 | 158 63 | 32 50 | - | 788 10 | 26 68 | 5 72 | 228 96 | 26 96 | 114 06 |
| February, | 213 25 | 577 92 | 181 93 | 37 89 | - | 865 90 | 20 46 | 11 31 | 304 66 | 28 21 | 137 61 |
| March, | 351 43 | 977 31 | 194 12 | 36 38 | - | 969 99 | 33 88 | 22 53 | 422 35 | 32 06 | 206 26 |
| April, | 223 25 | 853 86 | 251 23 | 51 32 | - | 1,265 78 | 56 10 | 30 10 | 466 46 | 32 93 | 219 91 |
| May, | 200 66 | 777 18 | 188 04 | 36 49 | - | 1,234 58 | 34 38 | 29 76 | 453 94 | 32 24 | 222 30 |
| Total, | 3,592 38 | 9,997 20 | 2,871 76 | 499 94 | 6,948 74 | 8,327 51 | 616 30 | 437 52 | 4,937 67 | 477 14 | 3,523 11 |

| Months. | Northern R. R. | Passumpsic R. R. | Vermont Central. | Newburyport via Bradford. | Portsmouth and Concord | Cocheco R. R. | Great Falls and Conway. | P., S. and P. (Way Tickets.) | P., S. and P. (Through.) | To and from Danvers R. R. | Total. |
|------------|----------------|------------------|------------------|---------------------------|------------------------|---------------|-------------------------|------------------------------|--------------------------|---------------------------|------------|
| June, | 67 32 | 104 06 | 92 18 | 219 00 | 223 12 | 583 86 | 377 74 | 866 56 | 6,199 57 | 368 09 | 12,837 03 |
| July, | 105 38 | 114 18 | 102 82 | 241 36 | 304 70 | 1,517 85 | 656 54 | 1,247 70 | 8,079 00 | 459 10 | 16,908 99 |
| August, | 196 24 | 178 86 | 156 20 | 248 38 | 383 47 | 1,830 80 | 796 58 | 1,477 74 | 10,370 87 | 428 04 | 20,709 69 |
| September, | 150 04 | 230 34 | 174 68 | 250 43 | 332 16 | 1,243 50 | 657 35 | 1,331 59 | 10,026 48 | 560 73 | 19,840 39 |
| October, | 105 16 | 198 00 | 144 10 | 242 26 | 250 39 | 647 32 | 612 68 | 1,212 36 | 8,819 15 | 552 48 | 16,982 40 |
| November, | 115 28 | 119 02 | 137 28 | 150 89 | 197 64 | 499 76 | 496 44 | 991 50 | 6,781 27 | 374 53 | 13,169 67 |
| December, | 72 16 | 102 08 | 78 54 | 119 42 | 204 08 | 351 14 | 236 42 | 772 22 | 6,142 99 | 440 57 | 11,435 66 |
| January, | 40 04 | 65 34 | 49 50 | 72 35 | 128 82 | 242 38 | 244 05 | 533 17 | 5,017 79 | 369 74 | 8,954 40 |
| February, | 73 70 | 93 50 | 60 06 | 88 94 | 152 72 | 321 72 | 304 48 | 635 22 | 5,321 19 | 313 89 | 9,744 56 |
| March, | 86 68 | 110 00 | 99 22 | 130 14 | 200 64 | 424 82 | 486 30 | 831 94 | 6,418 69 | 593 83 | 12,628 57 |
| April, | 106 70 | 132 44 | 122 84 | 149 23 | 168 05 | 350 93 | 489 91 | 982 11 | 7,309 86 | 378 61 | 13,641 62 |
| May, | 104 28 | 97 68 | 107 56 | 153 06 | 243 63 | 519 98 | 405 92 | 840 81 | 5,849 19 | 329 63 | 11,861 31 |
| Total, | 1,222 98 | 1,545 50 | 1,324 98 | 2,065 46 | 2,799 42 | 8,534 06 | 5,764 41 | 11,722 92 | 86,336 05 | 5,169 24 | 168,714 29 |

H—No. 3.

Receipts from Freight at each Depot and Station, Monthly, for the year ending May 31, 1857.

| | June. | July. | August. | Sept. | October. | Nov. | Dec. | January. | February. | March. | April. | May. | Total. |
|-----------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|
| Boston, - | 8,104 96 | 7,203 47 | 8,020 09 | 8,293 26 | 8,590 61 | 6,096 02 | 5,963 54 | 6,883 06 | 12,097 15 | 12,493 19 | 8,587 98 | 7,256 40 | 99,679 73 |
| Malden, - | 239 81 | 2 0 87 | 47 73 | 783 63 | 254 83 | 93 04 | 110 39 | 62 66 | 69 03 | 112 57 | 79 16 | 19 98 | 2,083 70 |
| Melrose, - | 238 71 | 116 19 | 253 61 | 339 29 | 284 97 | 130 37 | 333 20 | 16 74 | 23 11 | 191 80 | 12 85 | 109 44 | 2,110 28 |
| South Reading, - | 457 92 | 378 39 | 338 01 | 449 36 | 341 16 | 478 23 | 348 97 | 94 85 | 131 34 | 252 09 | 174 87 | 453 83 | 3,899 02 |
| Reading, - | 263 27 | 394 08 | 175 92 | 388 79 | 465 30 | 318 40 | 111 17 | 95 21 | 137 57 | 187 11 | 176 27 | 195 12 | 2,908 21 |
| Ballardvale, - | 394 32 | 254 92 | 486 02 | 162 69 | 133 15 | 285 48 | 82 05 | 111 82 | 190 84 | 183 39 | 108 24 | 659 78 | 3,052 70 |
| Andover, - | 502 33 | 337 64 | 1,104 90 | 562 58 | 644 60 | 293 32 | 268 89 | 283 69 | 276 75 | 381 81 | 414 06 | 380 79 | 5,451 36 |
| North Lawrence, - | 3,785 87 | 3,816 81 | 3,447 11 | 3,577 32 | 4,971 15 | 2,677 56 | 3,119 78 | 2,991 03 | 3,306 58 | 3,652 34 | 3,543 05 | 3,684 34 | 42,572 94 |
| North Andover, - | 195 90 | 240 83 | 205 49 | 280 25 | 260 18 | 285 53 | 136 35 | 202 97 | 207 86 | 291 30 | 317 07 | 264 75 | 2,818 48 |
| Bradford, - | 170 55 | 174 33 | 169 39 | 172 39 | 113 74 | 123 07 | 54 05 | 96 30 | 110 35 | 135 28 | 397 46 | 134 69 | 1,851 00 |
| Haverhill, - | 1,761 45 | 1,851 74 | 1,363 41 | 1,541 12 | 1,826 05 | 1,223 83 | 1,528 37 | 1,457 68 | 1,513 51 | 1,636 31 | 1,424 49 | 1,244 04 | 18,372 00 |
| Plaistow, - | 1,523 83 | 1,257 87 | 1,013 67 | 443 11 | 513 05 | 402 49 | 115 96 | 101 32 | 106 64 | 117 58 | 165 05 | 289 34 | 6,019 91 |
| Newton, - | 144 51 | 143 08 | 98 50 | 136 46 | 189 26 | 122 80 | 124 10 | 162 88 | 122 90 | 199 49 | 201 61 | 151 29 | 1,796 88 |
| East Kingston, - | 187 61 | 141 84 | 173 78 | 159 81 | 169 48 | 208 15 | 126 12 | 113 51 | 135 30 | 143 18 | 246 70 | 164 39 | 1,969 87 |
| Exeter, - | 1,186 11 | 948 71 | 776 20 | 1,057 94 | 1,180 10 | 1,015 74 | 1,187 19 | 535 80 | 721 59 | 1,118 55 | 1,148 51 | 1,280 34 | 12,156 78 |
| South Newmarket, - | 174 97 | 174 36 | 188 08 | 172 36 | 322 04 | 193 34 | 224 21 | 89 82 | 90 87 | 172 03 | 171 19 | 174 53 | 2,147 80 |
| P. and C. Junction, - | 222 81 | 204 39 | 188 72 | 196 15 | 193 38 | 178 59 | 151 65 | 180 77 | 157 86 | 176 09 | 185 07 | 191 34 | 2,926 82 |
| Newmarket, - | 300 93 | 326 61 | 301 26 | 346 76 | 295 98 | 352 97 | 246 38 | 209 74 | 116 31 | 308 32 | 332 45 | 351 21 | 3,488 92 |
| Durham, - | 77 98 | 69 54 | 153 71 | 50 60 | 120 78 | 108 46 | 49 04 | 77 40 | 127 19 | 147 53 | 108 33 | 72 57 | 1,163 13 |
| Dover, - | 709 44 | 708 04 | 796 08 | 877 02 | 990 84 | 774 82 | 1,135 96 | 1,207 14 | 1,218 51 | 1,393 02 | 984 59 | 809 56 | 11,603 02 |
| Great Falls, - | 1,419 00 | 908 08 | 1,114 41 | 1,486 08 | 1,049 43 | 1,374 67 | 913 46 | 744 67 | 819 68 | 907 67 | 1,119 17 | 1,013 09 | 12,869 41 |
| Salmon Falls, - | 376 94 | 430 33 | 376 65 | 460 80 | 544 14 | 535 22 | 511 99 | 701 69 | 598 29 | 857 89 | 478 87 | 280 98 | 6,123 79 |
| S. B. Junction, - | 353 99 | 340 23 | 362 55 | 421 42 | 140 66 | 304 74 | 245 42 | 265 93 | 346 92 | 432 84 | 425 84 | 394 25 | 4,172 79 |
| Wilmington, - | - | - | - | - | - | - | 85 12 | 84 33 | 136 81 | 109 03 | 116 70 | 136 69 | 668 68 |
| Total, - | 22,793 21 | 20,722 35 | 21,155 29 | 22,419 19 | 23,594 88 | 17,566 84 | 17,173 36 | 16,871 01 | 22,762 96 | 25,568 41 | 20,919 55 | 19,662 14 | 251,209 22 |

H—No. 4.

Receipts from Connecting Railroad Freight, Monthly, for the year ending May 31, 1857.

| Months. | S. Reading Branch. | Earned by Danvers R. R. | S. & Lowell via W. Junction. | S. & Lowell via Danvers R. R. | Manchester and Lawrence. | Concord R. R. | Trustees of C. and C. R. R. | Trustees of N. H. C. R. R. | Newburyport via Danvers. | Contoocook Valley. |
|------------|--------------------|-------------------------|------------------------------|-------------------------------|----------------------------|---------------|-----------------------------|----------------------------|--------------------------|--------------------|
| June, | - | 559 59 | 41 19 | 3 15 | 1,648 06 | 231 45 | 142 94 | 169 61 | 459 16 | 137 63 |
| July, | 3 86 | 709 29 | 40 08 | 14 13 | 1,506 73 | 233 64 | 132 09 | 109 58 | 538 04 | 130 32 |
| August, | - | 632 55 | 41 75 | 8 66 | 1,353 62 | 211 46 | 127 77 | 60 66 | 464 67 | 99 93 |
| September, | - | 696 43 | 45 35 | 3 15 | 1,987 57 | 213 17 | 176 42 | 100 10 | 516 16 | 138 74 |
| October, | 2 62 | 645 58 | 52 54 | - | 1,823 98 | 281 07 | 182 19 | 109 20 | 475 39 | 112 14 |
| November, | - | 581 99 | 56 91 | 3 31 | 1,597 54 | 322 27 | 170 30 | 110 88 | 440 84 | 76 56 |
| December, | - | 479 46 | 30 46 | 11 47 | Conc., M. & L. 2,252 45 | - | 151 42 | 138 40 | 320 38 | 113 79 |
| January, | 1 32 | 469 22 | 48 33 | - | 1,828 81 | - | 178 28 | 67 56 | 357 40 | 131 29 |
| February, | 2 61 | 553 89 | 33 69 | 6 93 | 2,663 70 | - | 112 94 | 87 20 | 400 33 | 157 47 |
| March, | 4 02 | 528 83 | 69 43 | 3 68 | 3,233 15 | - | 158 41 | 139 40 | 385 09 | 150 10 |
| April, | 3 53 | 484 74 | 56 68 | 2 48 | 3,943 69 | - | 153 90 | 233 16 | 366 42 | 90 79 |
| May, | - | 521 66 | 61 88 | - | 4,134 34 | - | 141 58 | 101 63 | 423 49 | 131 42 |
| Total, | 17 96 | 6,863 23 | 578 29 | 56 96 | 27,973 64 | 1,493 06 | 1,828 24 | 1,427 38 | 5,147 37 | 1,470 18 |

| Months. | B., Concord and Montreal. | Northern R. R. | Passumpsic R. R. | Vermont Central. | Portsmouth and Concord. | Cocheo R. R. | Great Falls and Conway. | Portland, Saco and Portsmouth. | Danvers R. R. | Total. |
|------------|------------------------------|-------------------|---------------------|---------------------|----------------------------|-----------------|----------------------------|-----------------------------------|------------------|-----------|
| June, | 904 84 | 53 90 | 20 53 | 1,842 14 | 164 54 | 412 26 | 536 31 | 338 22 | 153 18 | 7,818 70 |
| July, | 743 13 | 128 81 | 65 38 | 1,843 71 | 187 87 | 544 75 | 291 60 | 293 84 | 216 74 | 7,733 59 |
| August, | 762 41 | 171 18 | 88 48 | 1,515 55 | 78 32 | 508 19 | 347 27 | 424 50 | 213 82 | 7,110 79 |
| September, | 1,274 48 | 40 09 | 210 66 | 1,960 72 | 143 22 | 609 56 | 427 67 | 516 18 | 242 37 | 9,302 04 |
| October, | 1,375 71 | 86 67 | 82 31 | 2,015 54 | 103 71 | 462 74 | 456 03 | 573 65 | 225 42 | 9,066 49 |
| November, | 772 48 | 40 58 | - | 2,395 34 | 168 25 | 625 13 | 372 76 | 431 62 | 187 30 | 8,354 06 |
| December, | 957 48 | 87 27 | 19 91 | 2,261 10 | 73 16 | 608 36 | 407 26 | 688 19 | 201 39 | 8,801 95 |
| January, | 662 35 | 47 15 | 22 20 | 691 81 | 99 75 | 535 94 | 379 26 | 729 05 | 144 57 | 6,394 29 |
| February, | 633 58 | 58 04 | 49 37 | 632 63 | 179 21 | 418 24 | 375 69 | 550 52 | 188 99 | 7,105 03 |
| March, | 703 13 | 50 19 | 30 64 | 631 18 | 107 90 | 563 50 | 397 67 | 289 66 | 197 36 | 7,643 34 |
| April, | 982 63 | 155 32 | 24 62 | 483 32 | 248 12 | 518 93 | 451 75 | 241 27 | 160 27 | 8,601 62 |
| May, | 996 27 | 89 86 | 28 51 | 1,063 81 | 48 04 | 621 52 | 398 36 | 180 84 | 133 09 | 9,076 30 |
| Total, | 10,768 49 | 1,009 06 | 642 61 | 17,336 85 | 1,602 09 | 6,429 12 | 4,841 63 | 5,257 54 | 2,264 50 | 97,008 20 |

Stations,
Use of Methuen Branch,
Miscellaneous,

251,209 22
5,133 34
544 67

Less Eastern R. R. div. ac.

353,895 43
4,740 30

Total Freight,

\$349,155 13
.....

RECAPITULATION OF TABLE H.

| | | | | |
|---------------------------------------|---|---|---|------------|
| Passengers, (H-1) | - | - | - | 540,702 13 |
| Less Eastern R. R. ac., Meth. Br. &c. | - | - | - | 2,296 10 |
| Rents, (H-1) | - | - | - | - |
| Mails, (H-1) | - | - | - | - |
| Freight, as per this Table, | - | - | - | - |
| Add interest for the year, | - | - | - | - |
| Total Earnings as per Table D, | - | - | - | - |

538,406 03

9,268 40

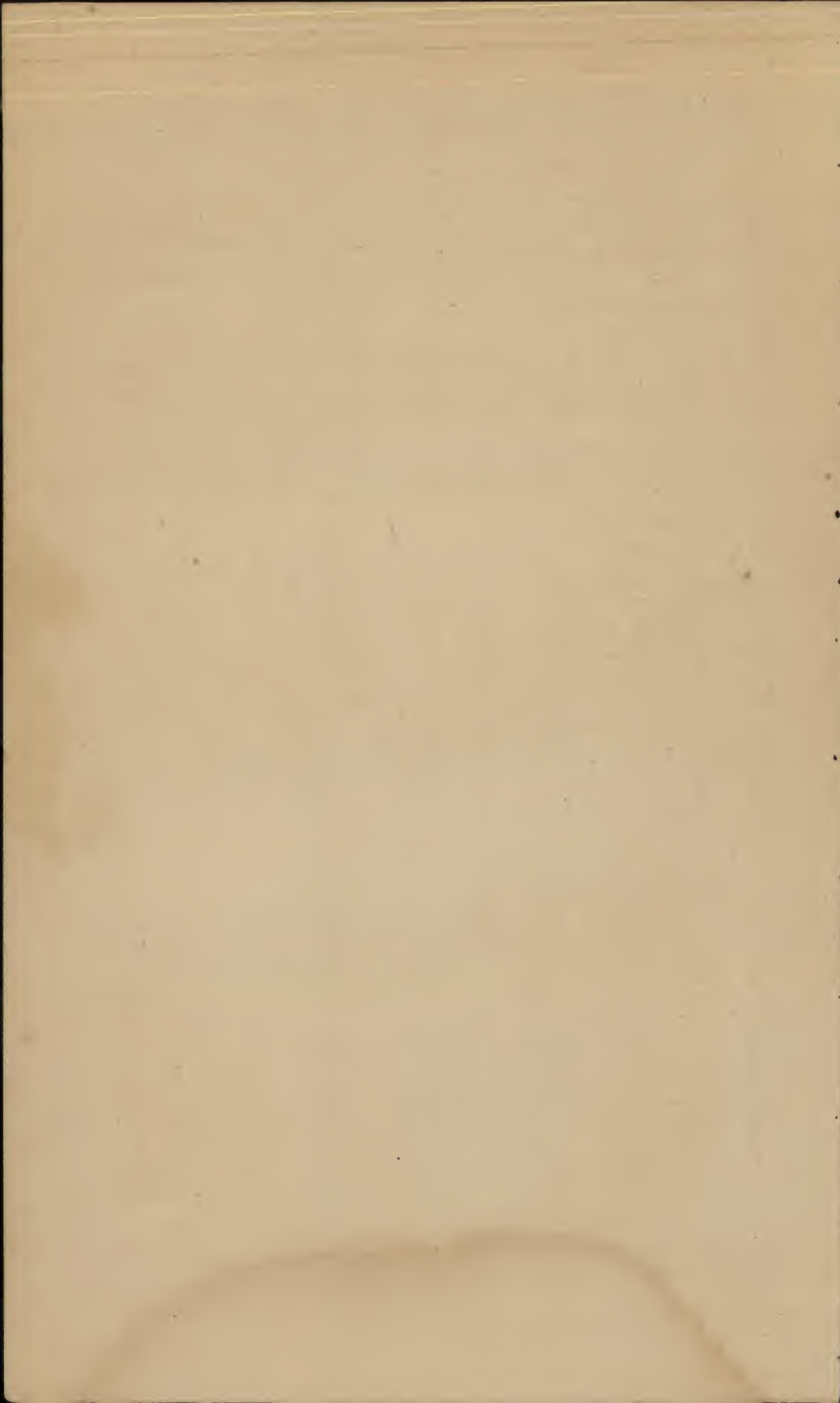
7,713 80

555,388 23

349,155 13

1,371 28

905,914 64



I.

Statement of Pay Rolls for month of May, 1857.

| Names. | | | Per Month. | | Per Year. |
|------------------------------|---|---|------------|---|-----------|
| PASSENGER CONDUCTORS. | | | | | |
| J. W. Aborn, | - | - | \$60 00 | - | \$720 00 |
| J. Bowditch, | - | - | 58 33½ | - | 700 00 |
| Wm. Crook, | - | - | 58 33½ | - | 700 00 |
| O. Hamilton, | - | - | 58 33½ | - | 700 00 |
| D. Nason, | - | - | 58 33½ | - | 700 00 |
| W. T. Plaisted, | - | - | 58 33½ | - | 700 00 |
| H. Smart, | - | - | 58 33½ | - | 700 00 |
| A. Tucker, | - | - | 60 00 | - | 720 00 |
| J. B. Wadleigh, | - | - | 60 00 | - | 720 00 |
| M. E. Wood, | - | - | 58 33½ | - | 700 00 |
| FREIGHT CONDUCTORS. | | | | | |
| P. Averill, | - | - | 45 00 | - | 540 00 |
| J. R. Balloch, | - | - | 45 00 | - | 540 00 |
| B. F. Berry, | - | - | 45 00 | - | 540 00 |
| H. Gilman, | - | - | 50 00 | - | 600 00 |
| C. Messer, | - | - | 50 00 | - | 600 00 |
| A. W. Pearson, | - | - | 45 00 | - | 540 00 |
| ENGINEMEN. | | | | | |
| H. Aborn, | - | - | 60 00 | - | 720 00 |
| W. H. Emery, | - | - | 40 00 | - | 480 00 |
| W. P. Fernald, | - | - | 65 00 | - | 780 00 |
| G. G. Folsom, | - | - | 65 00 | - | 780 00 |
| S. S. Garland, | - | - | 60 00 | - | 720 00 |
| J. L. Langley, | - | - | 55 00 | - | 660 00 |
| E. W. Matthews, | - | - | 60 00 | - | 720 00 |
| J. A. Owen, | - | - | 60 00 | - | 720 00 |
| T. O. Page, | - | - | 65 00 | - | 780 00 |
| J. C. Paul, | - | - | 65 00 | - | 780 00 |
| H. F. Pasho, Jr. | - | - | 65 00 | - | 780 00 |
| D. N. Pasho, | - | - | 65 00 | - | 780 00 |
| C. K. Pemberton, | - | - | 65 00 | - | 780 00 |
| George Poor, | - | - | 65 00 | - | 780 00 |
| Samuel Poor, | - | - | 65 00 | - | 780 00 |
| H. B. Potter, | - | - | 65 00 | - | 780 00 |
| J. B. Rice, | - | - | 65 00 | - | 780 00 |
| J. Seavey, | - | - | 65 00 | - | 780 00 |
| J. F. Sanborn, | - | - | 50 00 | - | 600 00 |
| Wm. Smith, | - | - | 65 00 | - | 780 00 |

| Names. | | | Per Month. | | Per Year. |
|----------------|---|---|------------|-------|-----------|
| W. H. Smith, | - | - | -* | 60 00 | - 720 00 |
| R. K. Smith, - | - | - | - | 60 00 | - 720 00 |
| G. W. Stevens, | - | - | - | 60 00 | - 720 00 |

FIREMEN.

| | | | |
|-------------------------|---|---|-------|
| 26 men, averaging each, | - | - | 32 12 |
|-------------------------|---|---|-------|

TICKET MASTERS.

| | | | | |
|-------------------|--|--------|---|---------|
| *A. W. Eaton, | Boston, (employs assistant, whom he pays,) | 100 00 | - | 1200 00 |
| J. Parks, | Charlestown, | 5 00 | - | 60 00 |
| W. D. Barnet, | Somerville, | 35 00 | - | 420 00 |
| J. Gowing, Jr. | Medford, - | 39 00 | - | 468 00 |
| *†A. Sherman, | " (Park Street,) | 19 50 | - | 234 00 |
| *†B. Morse, | Edgeworth, | 5 00 | - | 60 00 |
| B. R. Leavitt, | Malden, - | 45 00 | - | 540 00 |
| †C. W. Hall, | Wyoming, | 26 00 | - | 312 00 |
| †H. Whitney, | Melrose, - | 40 00 | - | 480 00 |
| †G. C. Cross, | Stoneham, | 26 00 | - | 312 00 |
| *†N. Cowdrey, | Greenwood, | 6 25 | - | 75 00 |
| †J. Danforth, | Lynnfield, | 13 00 | - | 156 00 |
| S. Walcott, | West Danvers, (also tends signal,) | 22 50 | - | 270 00 |
| †T. Cook, | Danvers Centre, - | 13 00 | - | 156 00 |
| †J. Wilkins, | Collins Street, - | 13 00 | - | 156 00 |
| †C. E. Wentworth, | North Danvers, - | 26 00 | - | 312 00 |
| J. Towle, | South Reading, - | 40 00 | - | 480 00 |
| C. Temple, | Reading, - | 50 00 | - | 600 00 |
| †G. Slack, | Wilmington, - | 25 00 | - | 300 00 |
| †H. O. Blunt, | Ballard Vale, - | 35 00 | - | 420 00 |
| E. S. Merrill, | Andover, - | 40 00 | - | 480 00 |
| *F. B. Plummer, | South Lawrence, - | 45 00 | - | 540 00 |
| *O. Wheeler, | North Lawrence, - | 45 00 | - | 540 00 |
| †L. Sawyer, | North Andover, - | 40 00 | - | 480 00 |
| †J. S. Bancroft, | Bradford, - | 35 00 | - | 420 00 |
| J. Flanders, | Haverhill, - | 50 00 | - | 600 00 |
| †J. Irving, | Atkinson, - | 5 00 | - | 60 00 |
| †J. N. George, | Plaistow, - | 30 00 | - | 360 00 |
| J. G. George, | " - | 5 00 | - | 60 00 |
| †S. Rowell, | Newton, - | 20 00 | - | 240 00 |
| †G. E. Dearborn, | E. Kingston, - | 26 00 | - | 312 00 |
| G. G. Smith, | Exeter, - | 40 00 | - | 480 00 |
| †B. P. Roberts, | S. Newmarket, - | 32 50 | - | 390 00 |
| I. M. Clark, | P. & C. Junction, - | 17 50 | - | 210 00 |
| †J. C. Burley, | Newmarket, - | 35 00 | - | 420 00 |
| †A. W. Clark, | Durham, - | 40 00 | - | 480 00 |

| Names. | | | Per Month. | | Per Year. |
|-----------------|-------------------|---|------------|---|-----------|
| W. Tredick, | Dover, - | - | 40 00 | - | 480 00 |
| J. F. Furber, | Great Falls, - | - | 40 00 | - | 480 00 |
| E. S. Nowell, | Salmon Falls, - | - | 35 00 | - | 420 00 |
| C. S. Dinsmore, | S. B. Junction, - | - | 40 00 | - | 480 00 |

All the above, excepting those marked *, are also station and freight agents. Those marked † do all the work required at the station, including the switches.

†* Also tends gates. *†* Performs all the labor required, but does not sell tickets.

TRAIN BAGGAGE MASTERS.

10 men, averaging each, - - 37 50

BRAKEMEN.

20 men, averaging each, - . 34 32

DRAW TENDERS.

2 at Boston, each, - - - 35 00

1 at Medford, - - - 30 00

GATEMEN.

3 in Boston, averaging each, - - 32 00

2 in Malden, " " - - 17 33

3 in S. Reading, " " - - 11 55

1 in Charlestown, (also tends draw and signal,) 75 00

1 in Somerville, (tends two gates,) - 30 00

1 in Reading, - - - 26 00

1 in Lawrence, - - - 30 00

1 in Haverhill, - - - 13 00

1 in Exeter, - - - 8 33½

SWITCHMEN.

4 in Boston, each, - - - 33 12

6 in Lawrence, " - - - 26 71

1 in Medford, (Junction,) - - 30 00

1 in South Reading, - - - 24 00

1 in Haverhill, - - - 27 00

1 in East Kingston, (also saws wood,) 40 00

1 in Madbury, - - - 15 00

1 in Dover, - - - 30 00

1 in South Berwick, (Junction,) - 26 00

WATCHMEN.

3 at Boston Passenger Station, each, - 32 00

2 at " Engine Shop, " - 35 00

4 at " Freight Houses, " - 31 46

1 at " (Island,) - - - 25 00

1 at North Danvers, - - - 30 00

1 at Reading, - - - 30 00

| Names. | | | Per Month. | Per Year. |
|--|---|---|------------|-----------|
| 5 at Lawrence, each, | - | - | 30 00 | |
| 1 at Haverhill, | - | - | 30 00 | |
| 2 at Great Falls, each, | - | - | 30 00 | |
| 1 at S. B. Junction, | - | - | 16 50 | |
| ENGINE SHOP. | | | | |
| 35 men, each, (including N. G. Paul's salary of \$1500 per annum,) | - | - | 45 75 | |
| CAR SHOP. | | | | |
| 42 men, each, (including M. C. Andrews' salary of \$1000 per annum,) | - | - | 37 79 | |
| REPAIRS OF ROAD. | | | | |
| E. A. Smith, Road Master, | - | - | 75 00 | 900 00 |
| N. Whittier " " | - | - | 75 00 | 900 00 |
| 134 men, averaging each, | - | - | 33 30 | |
| BOSTON PASSENGER STATION AND CAR HOUSE. | | | | |
| C. E. Hall, Transportation Master, | - | - | 83 33½ | 1000 00 |
| E. Weymouth, Assistant, | - | - | 50 00 | 600 00 |
| A. Currier, Baggage Master, | - | - | 52 00 | 624 00 |
| W. Knights, " " " | - | - | 35 00 | 420 00 |
| 1 Assistant Conductor, | - | - | 40 00 | 480 00 |
| 1 Travelling Baggage Agent, | - | - | 35 00 | 420 00 |
| 10 Laborers, averaging each, | - | - | 31 29 | |
| BOSTON FREIGHT HOUSES. | | | | |
| W. J. Merriam, Freight Agent, | - | - | 100 00 | 1200 00 |
| J. B. Gillett, Book-keeper, | - | - | 83 33½ | 1000 00 |
| M. Patee, Freight Cashier, | - | - | 66 66⅔ | 800 00 |
| A. Caldwell, " " " | - | - | 50 00 | 600 00 |
| 2 Freight Clerks, each, | - | - | 50 00 | |
| 2 " " " " | - | - | 40 83 | |
| 3 Loading and Discharging Agents, each, | - | - | 50 00 | |
| 12 Receiving and Delivering " " | - | - | 36 73 | |
| 55 Laborers, each, | - | - | 28 50 | |
| GREENWOOD STATION. | | | | |
| 1 Signal Man, | - | - | 26 00 | 312 00 |
| READING STATION. | | | | |
| 1 Switchman, | - | - | 26 00 | 312 00 |
| 3 Laborers, each, | - | - | 28 44 | |
| These men load and unload all freight, saw wood, pump water, and clean cars. | | | | |
| ANDOVER STATION. | | | | |
| 1 Freight Clerk, | - | - | 35 00 | 420 00 |
| 1 Baggage Master, | - | - | 30 00 | 360 00 |

| Names | Per Month. | Per Year. |
|---|---------------------|-----------|
| LAWRENCE STATION. | | |
| L. P. Wright, Station Agent, - | 66 66 $\frac{2}{3}$ | 800 00 |
| D. Hardy, Freight " - | 60 00 | 720 00 |
| 1 Freight Clerk, - - | 35 00 | 420 00 |
| 1 " " - - | 30 00 | 360 00 |
| 3 Baggage Masters, each, - | 32 00 | |
| 14 Laborers, each, - - | 28 86 | |
| HAVERHILL STATION. | | |
| 4 Laborers, each, - - | 29 87 | |
| 1 Telegraph Agent, - - | 8 67 | |
| EXETER STATION. | | |
| 3 Laborers, each, - - | 32 00 | |
| P. & C. JUNCTION STATION. | | |
| 1 Laborer, - - - | 10 00 | 120 00 |
| NEWMARKET STATION. | | |
| 1 Laborer, (sawing wood,) - - | 26 00 | 312 00 |
| DOVER STATION. | | |
| 2 Laborers, each, - - | 30 00 | 720 00 |
| 1 Police Agent, - - | 10 00 | 120 00 |
| SOMERSWORTH STATION. | | |
| 1 Station Agent and Switchman, - | 40 00 | 480 00 |
| GREAT FALLS STATION. | | |
| 2 Blacksmiths, each, - - | 45 62 | |
| 3 Laborers, each, - - | 31 17 | |
| SALMON FALLS STATION. | | |
| 1 Assistant, - - - | 15 00 | 180 00 |
| S. B. JUNCTION STATION. | | |
| 3 men, sawing and loading wood, &c., each, | 26 00 | |
| NORTH DANVERS STATION. | | |
| 1 Signal Man, - - - | 19 50 | |
| 3 Men, each, (part paid by N. R. R.) - | 26 00 | |
| MISCELLANEOUS—BOSTON. | | |
| A. Perkins, Wood Agent, - - | 83 33 $\frac{1}{2}$ | 1000 00 |
| 1 Conductor " Train, - - | 50 00 | 600 00 |
| 22 Men, averaging each, - - | 32 13 | |
| These men saw and pile wood, &c. | | |
| N. B. In addition to the above, a Grade Train, employing about 30 men, is run upon the Road, for two or three months during the year. | | |
| F. Cogswell, President, - - - | - | 3000 00 |
| Wm. Merritt, Superintendent, - - | - | 2000 00 |
| H. B. Wilbur, Treasurer, - - | - | 2400 00 |
| 2 Treasurer's Clerks, - - | - | 1100 00 |
| 4 Ticket " - - | - | 2470 00 |
| Total number of Men, 587. | | |

J.

Statement of Free Passages, from June 1, 1856, to May 31, 1857.

| | 1856. June. | July. | Aug. | Sept. | Oct. | Nov. | Dec. | 1857. Jan. | Feb. | March. | April. | May. | Total. |
|--|----------------|-------|------|-------|------|------|------|---------------|------|--------|--------|------|--------|
| Employees B. & M. Road on Railroad business, - - - - | 1764 | 1983 | 1847 | 1672 | 1690 | 1696 | 2611 | 1189 | 844 | 939 | 1048 | 1607 | 18,890 |
| Officers and Directors B. & M. Road, and families, - - - - | 191 | 193 | 242 | 177 | 156 | 126 | 139 | 91 | 138 | 125 | 166 | 142 | 1,886 |
| Officers, Directors and others, on account Connecting Roads, - - | 626 | 650 | 393 | 343 | 359 | 353 | 240 | 190 | 237 | 258 | 311 | 366 | 4,326 |
| Contract, - - - - | 119 | 71 | 167 | 104 | 128 | 120 | 87 | 60 | 93 | 87 | 73 | 59 | 1,168 |
| Complimentary, - - - - | 54 | 76 | 84 | 92 | 93 | 68 | 46 | 45 | 61 | 67 | 81 | 94 | 861 |
| Charity, - - - - | 19 | 17 | 9 | 7 | 10 | 7 | 22 | 31 | 12 | 28 | 8 | 7 | 177 |
| Total, - - - - | 2773 | 2990 | 2742 | 2395 | 2436 | 2370 | 3145 | 1606 | 1385 | 1504 | 1687 | 2275 | 27,308 |

K.

*Accidents on the B. and M. Railroad, for the year ending
May 30, 1857.*

June 11, 1856.—A brakeman, C. O. Raymond, employed on the Great Falls Freight Train, while engaged about the train at Newton station, caught his foot in the rail, was thrown down, and so badly injured that he died soon after.

Sept. 4, 1856.—As the morning train from Medford was approaching Park Street station, Mrs. Dexter Loud, of Abington, Mass., who was standing too near the edge of the platform, caught her dress on the step of the engine and was drawn under the cars, and so severely injured that she died in a few hours.

Sept. 11, 1856.—As the morning train from Lawrence was proceeding at its usual speed, and when about one mile north of Reading station, the axle of the tender broke, throwing the baggage car and forward passenger car from the track. The baggage car contained about twenty laborers, who were in the employ of the Railroad Company, many of whom were badly bruised; Richard Burns was killed instantly, Morris Leonard died in a few minutes, A. S. Keyes died the next day at the hospital, and — Martin died Sept. 22d.

Sept. 11, 1856.—A man named A. Roundy, while walking on or crossing the track near the bridges in Somerville, was struck by an engine and killed.

Oct. 17, 1856.—Jeremiah Knights, brakeman on the Great Falls Freight train, was injured at or near Dover station.

Jan. 16, 1857.—John L. Cooper, of Melrose, while walking on the track near South Reading Junction, was struck by the 5 P. M. train from Boston, and killed instantly.

April 6, 1857.—As the Portland train was leaving Dover station, a man, intoxicated, named S. D. Smith of Durham, attempting to get upon the train, fell, was run over, and so badly injured that he died the same night.

May 6, 1857.—Mr. Henry Willard, Artist, of Boston, while walking on the track between Edgeworth and Somerville, stepped on to the other track to avoid a freight train, and was struck by a passenger train, run over, and killed.

May 27, 1857.—A man named Patrick Quinn was injured at Lawrence, while attempting to get upon the train after it had started. He lived but a few hours.

L.

*Estimate of Earnings and Expenses of Medford Branch, for
Year ending May 31, 1857.*

EARNINGS.

| | |
|-----------------------|------------|
| Passengers, - - - - - | \$8,056 86 |
| Freight, - - - - - | 67 16 |
| Rents, - - - - - | 575 00 |
| Mails, - - - - - | 85 72 |
| | <hr/> |
| | \$8,784 74 |

EXPENSES.

| | |
|--|------------|
| 7902 miles run, at 59 cents, - - - - - | 4,662 18 |
| | <hr/> |
| | \$4,122 56 |

Cost of Branch, - - - - - \$63,350 79

The Earnings above are the proportion belonging to the Branch, according to length of the Road. The Expenses per mile run is considered a fair estimate. The business of the Branch is done so much in connection with the business of the main road, that separate accounts cannot be kept.

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CLEVELAND
PUBLIC LIBRARY

*Statement of B. & M. Railroad Dividends, from opening of
Road to May 31, 1857.*

| No. | Payable. | Amount per Share. |
|-----|-----------------|-------------------|
| 1, | October, 1838, | \$3 00 |
| 2, | April, 1839, | 2 00 |
| 3, | December, 1839, | 4 00 |
| 4, | April, 1840, | 2 00 |
| 5, | July, 1840, | 1 50 |
| 6, | January, 1841, | 3 00 |
| 7, | July, 1841, | 2 50 |
| 8, | January, 1842, | 3 50 |
| 9, | July, 1842, | 3 00 |
| 10, | January, 1843, | 3 00 |
| 11, | July, 1843, | 3 00 |
| 12, | January, 1844, | 3 00 |
| 13, | July, 1844, | 3 00 |
| 14, | January, 1845, | 3 50 |
| 15, | July, 1845, | 3 50 |
| 16, | January, 1846, | 3 50 |
| 17, | July, 1846, | 3 50 |
| 18, | January, 1847, | 3 50 |
| 19, | July, 1847, | 4 00 |
| 20, | January, 1848, | 5 00 |
| 21, | July, 1848, | 4 50 |
| 22, | January, 1849, | 4 00 |
| 23, | January, 1850, | 5 50 |
| 24, | July, 1850, | 3 00 |
| 25, | January, 1851, | 2 00 |
| 26, | July, 1851, | 3 50 |
| 27, | January, 1852, | 3 50 |
| 28, | July, 1852, | 3 50 |
| 29, | January, 1853, | 3 50 |
| 30, | July, 1853, | 4 00 |
| 31, | January, 1854, | 4 00 |
| 32, | July, 1854, | 4 00 |
| 33, | January, 1855, | 4 00 |
| 34, | July, 1855, | 3 00 |
| 35, | January, 1856, | 3 00 |
| 36, | July, 1856, | 3 00 |
| 37, | January, 1857, | 3 00 |
| 38, | July, 1857, | 3 00 |

Total, - - \$127 00

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ORIGINAL
JULY 21 1857
N.

Boston, July 23, 1857.

To the President of the Boston and Maine Railroad :

SIR,—

In obedience to your instructions, I have made a monthly examination of the Treasurer's Accounts, for the year ending May 31, 1857.

I have carefully compared the payments made by him, and to him, with his vouchers therefor, and have found the same to agree with the amounts entered ; have found them properly certified and approved, the whole correctly computed, and showing a balance to the Treasurer's debit, on the first day of June, 1857, of \$2,589 92, after paying the May Pay Rolls and Bills, and closing the books for the year.

Very respectfully,

J. S. EATON.

